

THE RIO NEWS.

PUBLISHED ON THE 5th, 15th AND 24th OF EVERY MONTH.

Vol. VIII.

RIO DE JANEIRO, APRIL 24TH, 1881

NUMBER 12

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SAILORS MISSION.—163 Rua da Saude; 3rd floor. Ser-
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23—m6

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General Shipping and Commission Merchants
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and New-York.
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PHILADELPHIA — 1876
EXPOSITION MEDAL
MARC FERREZ'S
BRAZILIAN PHOTOGRAPHS

M. Ferrez was photographer to the Geological Survey of
Brazil and received a medal at Philadelphia for the views
taken while in that service.

Brazilian scenery a speciality
88 RUA DE S. JOSÉ

W. R. CASSELS & CO.
RIO DE JANEIRO
Agencies
in the principal towns of the surrounding provinces.

The introduction of goods of American manufacture into this
market for competition with those of European origin, has been
for many years a speciality of their business, and references to
the various manufacturers they represent,—which are kindly
permitted,—will demonstrate the unequalled facilities they pos-
sess and have successfully employed for this purpose.
Further agencies, suitable to their lines of business, hard-
ware, machinery, domestic goods, specialties, etc., etc., are
respectfully solicited, a cash basis being readily conceded
whenever special and exclusive conditions are tendered by
manufacturers.

AMERICAN MERCHANT MARINE.

The remedies for the restoration of the
American merchant marine to its former
prominence among the commercial nations
of the world are thus clearly stated by Mr.
David A Wells in concluding a series of arti-
cles on that subject in the New York *World*.
The thorough familiarity of Mr. Wells with
his subject entitles his opinions to the most
careful consideration, and we commend
them to those legislators of Brazil who are
seeking to imitate the navigation laws of
the United States.

A radical reform of our whole tariff system
and policy is therefore the one great es-
sential for the restoration of our shipping
and our ocean carrying trade. We have
got to recognize the fact that it is our present
absurd protective policy that has made it
impossible to maintain our status as a
commercial nation upon the ocean. We
have got to recognize the fact that the present
pressing necessity of the United States is ex-
tended markets for the continually increas-
ing surplus of our products—mechanical,
mining and fishing, as well as agriculture;
that for obtaining such markets ships con-
trolled by and employed in exclusively American
interests are essential instrumental-
ities; but that such markets will not and
cannot be obtained, or a national commer-
cial marine find a basis for growth or even
existence, so long as we restrict by law the
producers of this country from freely ex-
changing the products of their labor with
the products of the labor of the producers of
other countries. We have got to recognize
the principle that all trade is essentially
barter, product being exchanged for pro-
duct; that in order to sell we must buy,
and in order to buy we must sell; that he
who won't buy can't sell, and he who won't
sell can't buy, and that just in proportion
as buying or selling or the exchange of pro-
ducts is restricted, to just the same extent
the necessity of having instrumentalities of
exchange are diminished. Shrewd John
Roach attempted to dodge and begot this
phase of the question in his long address be-
fore the Boston Shipping Convention of last
October, because he knew full well that an
examination of it would effectually and at
once knock out the bottom of his scheme
of reviving shipping by a system of sub-
sidies, for if we are to maintain a policy which
in effect proclaims that the United States
alone of all the nations of the world is, and
intends to be as far as possible, independent
of all foreign trade, what do we want with
ships? John Roach further ridiculed, in the
true spirit of the teachings of Carey, Gree-
ley, Thompson and Wharton, our export
business as of little account. Why, said
he, we only export one-tenth of our agricul-
tural products; but he omitted to mention
that this one-tenth amounted in 1880 to
\$655,000,000 in value on which an ocean
freight, reckoned at 5 per cent., would have
amounted to over \$32,000,000. Why did
not some one in the business ask him,
"How is this for subsidies?" But instead
of that Mr. Roach's remarks were received
with great applause, as if it was a matter of
congratulation that we exported so little.

No one, furthermore, howled out to the con-
vention that an ability to find a market
abroad for this one-tenth of the product
determines whether there shall be any profit
realized on the other nine-tenths, which we
market at home, and also whether there shall
be for the whole country prosperity or hard
times.

Under these circumstances how perfectly
puerile it is to suppose, with Mr. Everts,
that foreign commerce—on which ships
engaged in foreign trade must subsist, can
be extended under the present tariff by
authorizing consuls to act as agents for home
manufacturing and commercial firms, or by
establishing more direct postal communica-
tion with various countries, as, for example,
South America. What can consuls ac-
complish so long as our tariff policy dis-
courage foreign commercial intercourse?
Suppose we establish a weekly direct mail
with South America, and this mail brings
increased orders for United States produce.
In what manner are the South Americans to
pay for such orders and sales? The Boston
experience which Chili shows that they
cannot do it with a great part of what South
America produces and has to sell. With
drafts on England? And if by drafts, then
those drafts have got to be represented by
European and not American merchandise.
Can such a trade as this attain any mag-
nitude? Can it warrant the subsidizing of
any steamship company?

From this review it must be evident that
no one measure will arrest the decay of
American shipping, bring back prosperity to
our ocean carrying trade, or revive the
industry of ship-building in this country.
The field of reform to be entered upon is a
very large one; the number of details which
are to be attended to are numerous; but re-
form nevertheless is both possible and prac-
ticable if the American people desire and
will it. The first thing to be done is, then,
to educate the people up to a full under-
standing of the subject. If the congress-
ional representatives of the interior or inland
states think that they have no special interest
in this subject, the following extract from
the recent address of the president of the
New York Produce Exchange is commended
to their consideration: "The difference in
the cost of a single penny in laying down
grain at Liverpool may determine the
question whether millions of bushels shall
be supplied by this country or shall be
drawn from the ample fields of Hungary
or Southern Russia."

Second—We must repeal our navigation
laws, at least to the extent of permitting
our navigators and merchants to supply
themselves with ships on conditions as fa-
vorable as are enjoyed by their competitors
—who are the merchants and sailors of all
other maritime nations. There is no other
way in which we can supply our needs in
respect to ships speedily. Grant to the
subsidy scheme all that its friends claim for
it, and it will be years before any consider-
able results will accrue from its adoption.

Third—If we are to build ships in the
United States in competition with other
nations—and unless we can do so the ships
we may build will never be voluntarily bought

or used by our own citizens or any others—
our ship-builders must have their materials
for construction as cheap as the builders
with whom they are to compete. Either
allow the importation free of duty of all
the material and stores that enter into the
construction and equipment of ships, or
reduce the tariff. So long as the business
of constructing iron steamships has to bear
the burden of high prices consequent on
protective duties averaging 40 per cent. it
cannot compete with like industries in free-
trade countries. There is no possibility of
evading this conclusion.

Fourth—If foreign competing maritime
nations do not subject their ships to local
taxation, the United States evidently cannot
afford to do so under the authority given to
Congress by the federal constitution to
regulate commerce. Congress has unques-
tionably the power, and should exercise it,
to exempt as instrumentalities of commerce
all vessels engaged in foreign or inter-state
commerce from every form of local, state or
municipal taxation. Concede to the states
the right to tax the instrumentalities of
inter-state or foreign commerce in any
degree, and you concede to the states the
right to say there shall be no inter-state or
foreign commerce, for the right to impose
1 per cent. of taxation involves the right to
impose 100 per cent., or, in other words, the
right to destroy. It has been recently stated
that various members of Congress have
expressed an opinion of doubt as to the
power of Congress to deal with this matter
of the local taxation of ships engaged in
foreign and inter-state commerce. They
could hardly have been aware of the opinion
of the United States Supreme Court on this
subject, which in the case of *Weston versus*
The State of Missouri (Otto 1, pp 275-283,) was
given as follows: "Commerce," it said,
"is a term of the largest import. It com-
prehends intercourse for the purpose of trade
in any and all its forms, including the trans-
portation, purchase, sale and exchange of
commodities between citizens of one country
and the citizens and subjects of other
countries, and between the citizens of dif-
ferent states. The power to regulate it
embraces all the instruments by which such
commerce may be conducted." This ques-
tion, therefore, would not seem to be any
longer an open one.

Fifth—Abolish compulsory pilotage, and
reduce the fees for pilotage by law so that
they shall not be in excess of those charged
in British and other European ports.

Sixth—Repeal the tonnage tax.

Seventh—Reduce all expenses connected
with the hiring or discharge of seamen,
consular charges and the like, to the level
or below those imposed by other nations.
If, however, the decline of American ship-
ping continues much longer these reforms
will be unnecessary, for there will be no
sailors hired or discharged and no neces-
sity of invoking the cooperation of consuls,
for there will be no ships engaged in foreign
trade.

Eighth—Reform the tariff and the natural
resources of our country and the intelligence
of our people are such that with the reduc-
tion of the burden of taxes and prices

consequent on low rates of duty we shall regain in the next twenty years more than we have lost in the last twenty and become the first maritime nation of the world.

Ninth—Without resorting to the artificial expedient of subsidies and bounties let Congress assimilate in their treatment steamships and railroads, to the extent of paying steamships for carrying the mails of the United States good compensation—as good as the government now pays railways for performing similar service.

HIGH TARIFF RESULTS.

The effects of a high tariff upon the revenue of a country is admirably illustrated by the results of the present protective policy of Canada, in the one item of sugar. The fact that a protective tariff is directly antagonistic to the best revenue interests of a country has been so often demonstrated that it would seem impossible to find any one to-day who does not fully understand it—and yet instances are of almost daily occurrence where governments have combined them with the purpose of promoting the one and increasing the other. The simple fact remains, however, that the highest revenue limit lies within that of protection, and the moment the latter is carried into practical effect the former must decrease.

In discussing the protective policy of the Canadian government recently an able member of the opposition, Mr. Cartwright, called the attention of parliament to its effects upon the revenue derived from the importation of sugar, as follows:

In 1878 the amount of revenue received by the dominion for sugar was \$2,567,000; during 1879, in which year the tariff had hardly come into operation, it was \$2,554,581; during the present year, making allowance for all that British Columbia could consume, our total revenue from that article was only \$2,015,000—a decrease of no less than \$552,000 in the space of that one year. It must be remembered, further, that 25 per cent was added to the tariff on this article, and this must be included to show the actual difference between what the people had to pay and what the treasury actually received; adding this 25 per cent, which amounted to \$638,000, they had a total amount of \$1,177,000, which was being taken out of the pockets of the people of Canada to sustain one great monopoly in Montreal.

In view of the protective policy already adopted by this government in relation to some classes of manufactured goods, and of the tendency toward a general policy of protection, both in relation to established and prospective manufactures, this experience which Canada is now undergoing is full of instruction. The protective system has only been in force there but a short time, and its results are unmistakable and clearly defined. A country possessing large areas of fertile lands and an industrious population ought certainly in this era of European emigration, to develop rapidly in industry and wealth. Instead of this, however, the cost of living has been so increased through these increased tariffs that there has been little development and the people have been emigrating largely into the United States. It is but one more proof that protective tariffs benefit no one but the few manufacturers, who are enabled through this system of restricted or prohibited competition to grow rich at the expense of the people. It is unjust that the gains of the few should be accepted as an offset against the losses of the many.

With this one clear result of a fresh experience, beside the innumerable results of other similar experiences, it would be well for this government to seriously consider the advisability of reforming its tariffs, in order to eliminate all its mistaken protective features, and to reduce it to a purely revenue basis. In the first place the treasury can

not afford to lose the revenue which would be turned away by any effective measure of protection. The expenditures of the government have not been growing less, and they are still in excess of the receipts. There is no available source for a new and large revenue. And in addition, the increasing interest charges growing out of the present policy of guaranteeing profits on private enterprises, is burdening the treasury with an increasing expenditure from year to year. It is evident, therefore, that the treasury needs all the revenue which can be raised, and to that end all taxes should be levied with the sole purpose of producing the largest possible results.

In the second place the Brazilian people can not afford the increased cost of living which would surely result from the protective system. It is an important fact—and one which no Brazilian financier should ever overlook—that the per capita average of wealth in this country is very low. A very large part of the population lives in complete idleness, and the great mass of the people work little and own no property. In the cities where there is free labor, there are but few workmen who own property and who could afford an increase in the cost of living. Besides that these classes already pay a heavier tax in proportion to their ability than the wealthier classes. A protective tariff could not fail to result injuriously to all these people. The labor market of the country is not such as to afford them a proportional income, and the increased costs of living would therefore either decrease consumption, or swallow up their little savings.

And in the third place, the manufacturing industries themselves can not be permanently benefited by this system of protection. In the highest and most perfect state of international intercourse an exotic industry would be unknown except in places where the costs of transportation would more than counterbalance the enhanced costs of its unnatural location. It left to themselves the majority of industries will find their way to the localities where they can turn out the best results, but if they are located and managed on the arbitrary basis of the protective system then they must inevitably result in loss and become burdens upon the people who "encourage" them. An industry which can exist only through the constant and continued support of statutes and artificially-increased prices upon its products, is an evil. This dependence upon laws against competition and upon various other favors of government can not fail to weaken an industry, even where it is well located, and it is for this reason that the establishment and support of these exotic enterprises through protective measures, should not be encouraged. The wealth and independence of a country does not depend upon the number and variety of its industries, but upon the profits of the few which can be carried on under favoring natural conditions. It is no advantage to the people of Canada to have a sugar refinery when they are obliged to pay 25 per cent. more for their sugar, and for the same reason it is no advantage to the people of Brazil to have a candle factory in the empire and pay much more for their candles in order to support it. The policy of paying two prices for an article in order to gratify some patriotic sentiment is a luxury among nations which only the most wealthy and prosperous can afford; those who have but little margin between receipts and expenditures, and that too on the wrong side of the balance sheet, should let it severely alone. Free trade pure and simple may not be practicable for the majority of such nations, but freer trade, with tariffs for revenue purposes alone, is a policy which all nations can safely adopt.

THE SLAVERY QUESTION.

On the morning of the 23rd ult. a breakfast was given in London to Deputy Joaquim Nabuco by the president of the British and Foreign Anti-Slavery Society, Mr. Samuel Gurney, at which a large number of prominent gentlemen were present. The following account from the *Evening Standard* of the same day has been kindly furnished us by Mr. Charles H. Allen, secretary of the society, together with a more complete list of the ladies and gentlemen present than was given in the newspapers. We give the *Standard's* account in full, together with the additional names forwarded to us by Mr. Allen.

Senhor Nabuco, member of the Brazilian parliament and president of the Brazilian Anti-Slavery Society, was entertained at breakfast this morning at Charing-cross Hotel. There was a large attendance, including several ladies. Sir T. Fowell Buxton presided. Those present included Lady Victoria Buxton, Mrs. Joseph Allen, Mrs. Chas. H. Allen, Mrs. A. J. Allen, Mrs. Jukes, Miss Reed, Sir Edward Reed, M.P., Sir J. Kennaway, M.P., Chevalier De Martino, Alderman and Sheriff Fowler, M.P., Sir H. Verney, M.P., C. H. Hopwood, M.P., T. Fry, M.P., G. Anderson, M.P., A. Pease, M.P., G. Errington, M.P., F. W. Chesson, Senior Jurado, Geo. Palmer, M.P., J. Passmore Edwards, M.P., J. W. Prynne, A. Albright, Joseph Allen (treasurer), J. G. Alexander, J. V. Crawford, Sidney Cooper, A. C. P. Coote, Samuel Gurney (president), James Long, Edward Harrison, Rev. R. W. Thompson, Dr. Underhill, Rev. J. O. Whitehouse, Rev. J. H. Wilson, Edmund Sturge (hon. secretary), Charles H. Allen (secretary), J. Easloe Teall, J. Guimaraes, R. W. Felkin, C. R. Kemp, Donald Mackenzie, J. S. Hollings, W. S. Clarke, H. E. Gurney, H. Gurney, T. Wilson, J. L. Olsen, William Tullock, and others.

The Chairman stated that letters had been received from Mr. J. Bright, Mr. Herbert Gladstone, the American Minister, Canon Farrar, Sir Wilfrid Lawson, (Sir John Lubbock, Mr. Dilwyn, the Lord Mayor, and several others, regretting their inability to attend the meeting. In giving a welcome to Senhor Nabuco, the chairman called to mind that the present meeting was somewhat similar to the one held in this country some years ago to welcome Mr. Lloyd Garrison, who took such a great part in the work of the abolition of slavery in America. They were actuated by the same feelings now as they were on the day to which he had referred. They were all in common united in a feeling of hostility to slavery. There was, however, this difference between the two gatherings. Years ago they met in the same way as they did that morning, to congratulate Mr. Garrison on the success of his labors and on the end of his great work. They had now to extend the hand of congratulation and welcome, and to give words of encouragement to one who was engaged in a similar work, but whose labors were as yet incomplete. On the part of not alone those present, but on the part of a large portion of the people of England who, he believed, were opposed to slavery, he welcomed to England Mr. Nabuco. The time had come when the great empire of Brazil should be free from slavery. There was a great need in Brazil for a society such as the Anti-Slavery Society of England. Such an organization had been established in Brazil, and the president of that society was their guest of that morning. He could welcome him and wish him success, not on the ground of philanthropy alone, but on the ground of the good effect freedom had on a country. This good effect, the chairman pointed out, had been fully proved by the results of the abolition of slavery in North America. He wished Senhor Nabuco and his society quite as much success as the people of North America had gained. He hoped that they would gain all they desired as the people of North America had gained, and that they would be able to do so by a much more peaceful means.

Senhor Nabuco, on rising to speak, was loudly cheered. In excellent English he said, after a few introductory observations: Those who attack the abolitionists in Brazil accuse us of trying to raise a sort of European moral intervention in our domestic affairs, and of disclosing to the eyes of the world a national misfortune which should be jealously hidden from view. You will not believe that we need foreign assistance, owing to the absence of national help; the truth is, that we have the audience of our country, and the strong support of almost every element of opinion which is not the partner or the client of slavery. The reason why, as a political rising party, we fight slavery, is exactly because we wish to see Brazil assume a prouder position in America, by getting rid of this blot upon civilization. Emancipation in Brazil is not the creation of men who look to the approval of European feeling. Emancipation there is the natural growth on a liberal soil of the most democratic environments in America; it appeared in 1817 in the first open movement, as it was probably dormant if the last century, in the first great aspiration, for our independence; it made our constitution ashamed, like that of the United States, of directly recognizing slavery; it burst from the mind of José Bonifácio, the statesman who created our country, when he was in

exile, and it has been transmitted as a never repudiated legacy from parliament to parliament since the constituent assembly of 1823. But why are we accused of taking the world at large as our audience? It is because the work we are pursuing is not simply a national revolution, but the end of slavery in the civilized world; because when we have done with it, humanity will be able to blot slavery, as it did the slave trade, out of its history, and place it under the ban of international law. We are willing to appear with the slavery party before any tribunal, to state what we have done, and what they have done, and to abide by the sentence, be it founded on moral or rational grounds. After a recital of what has been done in Brazil so far in furtherance of the work of emancipation, Senhor Nabuco said:

—One of the most urgent measures on which public opinion is intent is the stopping of the scandalous sale of human beings. Happily now, and as an evident result of the emancipation feeling, three provinces—Rio de Janeiro, San Paulo, and Minas Geraes—which were the largest import markets of slaves, have shut their doors to that immigration which was rapidly concentrating all the slave people of Brazil in the southern coffee-growing region, so as to make of it the bulwark of slavery, while the north was relying more and more upon free labor. It is to be hoped that all the provinces will do the same, and not increase their present number of slaves. By so doing they will be able to apply their resources to extinguish slavery partially in their territories, a lead which Ceará was going to take, and which Rio Grande do Sul and Amazonas ought to carry out on their frontiers. The localization of slavery first in each province, afterwards in the municipalities, and then in the hands of the actual owners, would tend to facilitate the solution of the problem. We are not to be satisfied with anything less than the abolition of slavery, but our party should give our hearty support to any cabinet which would bring forth measures of that kind. We are ready to trust any government that takes the question in their hands. What we want is not so much an administration which would pledge itself in a sceptical manner to a certain measure determined beforehand, but one which would heartily undertake day by day, in each of its departments, and by each of its agents, to shorten the days of slavery and demolish it stone by stone. Free labor can only be judged by experience. We are not to believe those who say that the country will be helpless if she breaks with its traditional system of cultivating land by slaves. The same despondency about the future was formerly expressed to prevent the extinction of the slave trade; they said the country would be thereby ruined, and the country was never so prosperous. The same predictions were made against the law of 1871, and it has given the most beneficent results. Similar prophecies were announced against abolition in the United States, and after a war which imposed on the whole region which had to bear it the most tremendous sacrifices, many years had not elapsed when Jefferson Davis spoke of the emancipation as having helped the progress of the white race in the South. We have, moreover, lately read in the admirable address of the new President, the statements borne out conclusively by the new census, of what were the consequences resulting from Lincoln's great proclamation to both masters and slaves, and to the moral and social standing of the region where slavery claimed the right to found powerful empire. The same pessimism appeared to doom the emancipation trial in Cuba, and we see that the experience of free labor there is such that in a short time slavery, now legally abolished under that name, will be entirely covered by the growth of new industries and lost in the vigorous outburst of a new life. The glory of the Emperor's reign would be the emancipation of the slaves, as that of his father's was the emancipation of the country. We must feel keenly that he has not been able to do, during forty years of power, towards one million and a half of slaves, what the late Czar did, after five years, towards 23 millions of serfs! It is true he is a constitutional sovereign bound to act through responsible ministers, but his personal influence is so great that even in the political line which is traced to him, he could do much to forward the cause of emancipation. As it is, slavery is unknown in civilized Europe, and, therefore, abolitionist movements are satirized as the work of philanthropists, rather than understood as the policy of statesmen. National causes are certain to awaken everywhere a feeling of sympathy. We are fighting as did Sharpe and Clarkson, Wiltberforce and Buxton, for the reputation of our country and its steady improvement; we are trying to do the work to which all our national aspirations point. Whatever may be the judgment of the present, we know that of the future. Our humble names will be forgotten, but our work will stand—as it is the completion of the work of the nineteenth century, which has declared slavery to be the violation of all the duties of man towards every great ideal of his, be it God, country, or humanity, and of that work I can, before you and the world, speak with pride, because it will not be the conquest of one man nor of one party, but the achievement of the whole nation, masters and slaves, glad to see the dawn of a new life close the long period of slavery.

A NEW CHURCH WANTED.

Mr. Editor:—In the interests of a small but growing evangelical church in this city will you kindly give publicity to the following brief sketch of its establishment, and a statement of its needs? It is certain that benevolent people would gladly aid this society were its needs brought to their attention, and we trust, therefore, that you will aid us in bringing our wants to their notice.

The Fluminense Evangelical Church was founded in 1859 through the labors of Robert Reid Kalley, M. D., of Scotland, who had, for many years previous, preached the gospel in the island of Madeira, under a great persecution.

The church is situated at No. 44, Travessa das Parilhas. Its membership is not restricted to any nationality, though a majority of its members at the present time are natives of Brazil and Portugal. The society is now composed of 163 members, and its public services are attended by upwards of three hundred people more who are not members.

The pastors now at the head of the church are Dr. Robert Reid Kalley, who is absent through ill health, and Sr. João Manoel Gonçalves dos Santos, a native of Rio de Janeiro.

The building now occupied for religious services is not large enough to accommodate the congregation, and does not belong to the society. It is proposed to build a new edifice in a better locality which will be suitable for the growing needs of the society, and which will enable it to enlarge its sphere of usefulness. To this end the charitable assistance of all friends of evangelical work in Brazil is earnestly solicited. The permission of the Brazilian government has been secured for this object, and the civil organic statutes of the society have also received the approval of the imperial government through decree No. 7,907.

For the erection of a suitable church edifice in this city in which to hold divine worship and to preach the gospel, the society hereby appeals for aid to the Christians of Brazil, Portugal, England, Scotland and the United States. Its membership is not sufficiently large to enable it to meet this necessary work by itself, and we trust, therefore, that our appeal for assistance will not be in vain.

The contributions of those who would aid in this work may be addressed to

DR. ROBERT REID KALLEY,
Campo Verde, Upper Lyon Road,
Scotland;

MANOEL CARLOS LEITE ROSAS,
1 & 2 Great Winchester St. Buildings,
London;

JOÃO MANOEL GONÇALVES DOS SANTOS,
71 Rua Sete de Setembro,
Rio de Janeiro;

or to the treasurer,

ANTONIO SOARES DE OLIVEIRA,
97 Rua de S. Pedro,
Rio de Janeiro.

The government estimate gives the 1879-80 coffee crop of Java at 651,930 piculs, against 1,260,000 piculs for 1878-79. The prospects for the 1880-81 crop at last advices were very promising.

The export of coffee from Guatemala, Central America, during 1879 amounted to 25,201,685 pounds, against 21,935,871 in 1878. The production of coffee is steadily increasing, especially on the Verapaz plateau.

The Egyptian government has published the figures of the Suez Canal traffic for 1880. These figures indicate the passage of 2,017 ships, with a total tonnage of 4,378,964 tons, of which 78 per cent. were English.

The consumption of tobacco in France during the year 1876 amounted to 36,643,087 kilograms, or an average of 851 grammes per head. The average in 1866 was 810 grammes, and in 1851 555 grammes per head. The smokers of the Nord-Haut-Rhin and Pas-de-Calais consume an average of two kilograms per head.

PROVINCIAL NOTES.

—Late advices from interior localities of Rio Grande do Norte report a favorable winter.

—The disabled French packet *Stingel* was towed from Pernambuco to Bahia by the British steamer *Glennap*. The price paid was £500.

—The March receipts of the Parahyba custom house were \$2,041\$147, and of the provincial *consulado* 20,485\$866.

—The March receipts of the Natal (Rio Grande do Norte) custom house amounted to 33,693\$782, against 15,811\$123 for the same month of last year.

—An old man named Vera Cruz, over seventy years of age, was assassinated at Brejo de Santa Cruz, Pernambuco, on the 20th ult. The murderer, Manoel Francisco, is at large.

—The famous city of Uberaba, Minas Geraes, contains about 300 voters under the new registry. From its police record, however, one would give it a voting population equal to one of the Irish wards of New York.

—In reproducing our comments on the culture of Pampas rice in Brazil, the *Gazeta*, of Porto Alegre, comments the experiment and suggests that seed shall be procured for an experiment in Rio Grande do Sul.

—The *Arauto de Minas*, of S. João d'El-Rei, Minas Geraes, says that out of 430 petitions for registry in that place 251 are conservatives. It is clear that something is wrong; such a thing should never have happened!

—The *Liberal Parahybano*, of Parahyba, says that a little place called Serra Redonda in that province was visited on the 29th ult. by a remarkable hailstorm. The hail stones are said to have been sweetened, and of various colors.

—The March receipts of the custom house and revenue departments at Pernambuco were as follows:

	1881	1880
Custom house.....	1,153,622\$938	1,104,922\$550
Consulado.....	245,020 477	268,625 710
Recebedoria.....	104,750 325	76,590 951

—On the afternoon of the 16th inst. Francisco Portugal, a police *sub-delegado* at Capivari, undertook to arrest a disorderly character named Serafim Felix de Almeida. The latter, however, called upon a friend, José Rodrigues de Prado, to fire upon Portugal, which was at once done with a shotgun. The whole charge of the gun entered the thighs and groin, causing wounds of a serious character. Prado was arrested but Serafim made his escape.

—Up to the present time there have 514 slaves liberated under the emancipation act in the province of Maranhão at a total cost of 285,295\$035. The quotas of this province in 1875 and 1880 amount to 390,787\$409, leaving an unexpended balance of 105,492\$374. On the 31st December, 1878, the slave population of the province was 63,469. Within that time the number freed by judicial decree and voluntary act has been 2,868, and the number of deaths 5,973. The registered slave population in 1873 was 74,701.

—A conflict took place at Tacarati, Pernambuco, on the 30th of March and 1st inst. between the people and the military, the former attempting, it is said, to release a prisoner. A sentinel received five stabs, and other persons received slight wounds. A requisition was at once made by the president of Pernambuco on the president of Alagoas for a reinforcement of ten soldiers, to be sent from Piranhas to the scene of disturbance. The difficulty seems to have grown out of some petty quarrel between some of the small great men of the place.

—The city council of S. Gabriel, Rio Grande do Sul, recently instructed a *fiscal*, João Fortunato dos Santos, to poison every dog found in the street. In the exercise of this pleasing duty, João gave a dose to the dog of one Joaquim Faria Corrêa Filho. This was an indignity to which Joaquim could not submit, and he accordingly caught João in the street and gave him a severe beating. As Joaquim is a man of influence, this insult to the city fathers and the bruises on the poor *fiscal's* back have been conveniently allowed to pass. A S. Gabriel *fiscal* will hereafter ask a stray dog who his master is before taking any liberties with his diet.

—The *relatório* of the president of Pará states that there are 710 stock farms in that province. The approximate number of cattle, horses and mules in the province, according to *comarcas*, is given as follows:

Cintra.....	285	17	302
Cachoeira.....	93,180	2,276	95,456
Marajó.....	100,492	5,472	105,964
Macapá.....	6,570	1,055	7,625
Breves.....	50		50
Curupá.....	25,206	555	25,761
Monte Alegre.....	48,000	6,500	54,500
Santarem.....	31,165	10,622	41,787
Obidos.....	50,503	4,095	54,598
	355,451	30,532	385,983

—The March receipts of the Pernambuco post-office were 9,275\$050.

—The number of slaves emancipated in Minas Geraes under the act of 1871 now number 1,149, and the total expenditure to 1,085,837\$845. The unexpended balance is 596,404\$194.

—The crush at one of the churches in São Paulo on one of the days of holy week caused the death of a child. The mother nearly lost her life at the same time.

—The police authorities of Pelotas, Rio Grande do Sul, have been at last aroused to the enormity of the crime committed by Antonio Teixeira da Costa Leite in whipping to death the slave boy, Jerônimo. An investigation began on the 6th inst.

—The Italian woman who shot another woman and wounded a third in February last at the Hotel da Europa, Porto Novo da Cunha, has been acquitted by a jury. The Italian colony held a public manifestation in honor of the event.

—There have been 279 slaves emancipated in the province of Sergipe through the emancipation fund, at a total cost of 154,387\$135. The two quotas of the fund for 1875 and 1880 amount to 167,262\$986, leaving a balance of 12,865\$851 still unexpended.

—There were 2,540 immigrants received at the São Paulo barracks between the 20th of December and the 31st of March. Of these 1,315 were Italians and 1,110 were Portuguese. The departures during the same period were 2,327, of which 1,420 went to various places in the province of São Paulo.

RAILROAD NOTES.

—The total expenditures of the Central railway of Bahia during 1880 amounted to 1,106,473\$356.

—The Nazareth tramway, of Bahia, transported 12,133 passengers during the last six months of 1880. The receipts were 71,458\$390 and the expenditures 47,743\$900.

—The suburban tramway of Pernambuco yielded a gross revenue of 15,097\$360 during the month of March. The expenditures were 8,412\$825, leaving a net revenue of 6,684\$535.

—The British steamer *Edgar* had arrived at the port of Natal on the 4th inst. with material for the Conde d'Eu railway. Another steamer, the *Aurora*, was expected to arrive at any moment.

—The February receipts of the Sant'Anna branch of the Brazilian Imperial Central Bahia railway were 16,420\$310, and the expenditures 16,176\$000, leaving a net balance of 244\$310. The passenger traffic included 724 first class and 2,483 second class passengers.

—The receipts of the "Bahia a S. Francisco" railway for the year 1880 amounted to a total of 465,686\$460, and the working expenses to 449,636\$450. The total number of passengers carried was 70,669. The receipts of the Fein de Sant' Anna branch were 178,030\$403, and the expenditures to 162,083\$800.

—The continued interruptions on the Dom Pedro II line are causing many and various complaints among travelers. Some complain of the walk in making the transfer, others of the lack of oil in the cars, others of the wretched state of the coaches which permit the entrance of rain, others of delays, others of haste, others of crowded cars, etc.

—According to late advices the work on the D. Theresia Christina railway of Santa Catharina was progressing favorably. About 500 laborers are employed on the works. At that time the grading on the first 15 kilometers had been finished, 5 kilometers of which were ready for the rails. A vessel left England on the 31st ult. with rails and other material for this line.

—At a meeting of the engineers' club of this city on the 29th ult., Mr. C. P. Mackie called attention to the question of coffee production as affected by the costs of transportation. The great railway enterprises of Mexico gave additional importance to this question, as they will open direct and cheap communication between the United States and the coffee districts of Mexico. At Mr. Mackie's suggestion a committee was appointed to study the question, consisting of Drs. Fernandes Pinheiro and Belfort Roxo.

—Boston advices of the 23rd ult. report that work on the American railway enterprises in Mexico is going on rapidly. On the Mexican Central work was being carried on over 180 miles of its extension. At the city of Mexico end of the line 60 miles were already graded, on 40 miles of which the rails had already been laid. A further extension of 60 miles was nearly ready for the rails. About 12,000 men are employed along this one line. The company had already received, by way of Vera Cruz, six new locomotives and a large number of platform, freight and passenger cars besides steel rails for 160 miles of track. Four more new locomotives were ready for shipment at the Baldwin works of Philadelphia. The gauge adopted is 4 feet 8 inches. The Mexican National line has completed the grade on 45 miles of its extension, and is rapidly pushing forward its work.

—The passenger tax on the Brazilian Imperial Central Bahia railway amounted to 446\$100 in February.

—The minister of agriculture has directed Dr. Pimenta Bueno to examine the projected Dorez or Capella branch to the Simão Dias railway of Sergipe.

—The heavy rains of the 18th inst. caused another land-slide on the Dom Pedro II line at the 72nd kilometer. The interruption between Orient and Serra continued until yesterday, when the line was again opened to traffic.

—By a dispatch of the 18th inst. the minister of agriculture placed at the disposal of the engineer-in-chief of the Baturité railway for the construction of a branch to Canaã.

—The time fixed in the concession for effecting surveys on the projected line from Porto Novo da Cunha (Dom Pedro II R. R.) to Nossa Senhora da Conceição de Paqueta, has been extended one year by decree 7,921.

—Another land-slide took place on the Dom Pedro II line on the evening of the 16th inst., between the stations of Orient and Serra. The passengers and mails of the morning train of the following day were transferred. The obstructions were nearly all removed on the 17th. The news (?) of the accident did not appear in the daily press until the morning of the 19th.

RIVER PLATE ITEMS.

From the *Standard*, Buenos Aires, April 7.

—The provincial legislature of Buenos Aires has just passed a law authorizing a loan for 1½ million patacons, to finish the Riachuelo works. Governor Romero has received several bids for the loan from abroad, but as the Governor proposes to make it a home loan, there is a hitch in the business; we consider that the law will be changed and the loan made a foreign one.

—The Mendoza railway works are advancing most rapidly, and over 1000 hands are now at work. The Jujuy railway has not yet been begun, as there is some delay about the surveys and the route, but it is probable that next month the earth-works will be commenced. The Western railway branch to Pergamino is now being actively pushed ahead, the directors having arranged with Messrs Baring of London for an advance of £200,000 stg. and the bids for the contract for supplying the materials, were opened on Tuesday and will be decided tomorrow; the number of bids by the great European contractors surprised every one, bids having been made by Krupp, Creuzot, and others.

—The national government expedition to the foot of the Andes, under General Villegas, has ascended the Rio Negro, and the telegrams we receive from there speak of the magnificent country down there, and which to the present has remained unexplored. This rich territory President Roca seeks to settle with Irish and German immigrants, and the land facing the river, which is regularly flooded by the river at certain seasons of the year, is especially reserved for European colonies. All the land between Bahia Blanca and Patagonia is now assuming a new value, and the national government has determined to make a naval station down there in the bay of San Blas, perhaps the best port in this republic. It is probable that in a few years all the land down there will be settled with European agriculturists.

COMMERCE OF CANADA.

The Canadian trade and navigation returns for the past fiscal year disclose the fact that in 1880, for the first time since confederation, the exports of the Dominion exceeded the imports. Every year from 1868 to 1879, inclusive, has closed with a balance of trade against the dominion, but in 1880 the exports amounted to \$87,911,458 and the imports to \$86,489,747, a balance of \$1,421,711 in favor of the dominion. The following table shows the exports of the dominion to the leading countries for the past three years:

	1878.	1879.	1880.
G. Britain.....	\$45,941,539	\$36,295,718	\$45,846,052
U. States.....	25,244,898	27,105,501	33,349,909
France.....	369,391	714,875	812,829
Germany.....	122,254	112,090	82,237

The value of articles entered for consumption in the dominion for the past three years was as follows:

	1878	1879	1880
G. Britain.....	\$37,431,180	\$30,993,130	\$34,401,224
U. States.....	48,031,739	43,739,219	29,346,948
France.....	1,385,003	1,532,191	1,115,841
Germany.....	399,326	440,999	449,791

It seems that in 1880 the dominion increased her exports of 1879 by more than \$16,000,000, but while her trade with Great Britain increased \$13,018,438, her trade with the United States fell off \$8,207,853. —*Exchange.*

THE RIO NEWS

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Agents in New York:

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RIO DE JANEIRO, APRIL 24TH, 1881.

We are informed that the new tariff revision has been completed, and has just been sent to the minister of finance for approval. It will go into effect on the 1st of July next. The changes in cottons and woollens are slight, some of them being in the right direction. There will be some slight modifications in classification, but without any great relief from many of the erroneous ones which now exist. The revision is not designed to be thorough and complete, but is intended to remedy some of the mistakes and oversights of the last one.

In a recent letter to the *Gazeta de Notícias*, a young writer on economic subjects calls attention to one of the prominent establishments of this city in which "artificial wine" is manufactured, and says that its annual product is 2,500 pipes. We are informed that this is a "most important industrial establishment," and that it is a "new industry which consumes the products of the country itself"—viz., cane juice. It is to be regretted that the eulogist of this establishment does not give us detailed information as to the packing and sale of this article. He says that the business is "honest," and that its "artificial" product is cheaper than the "falsified" importation. Very well! If people choose to buy a so-called wine made from sugar cane, either because they like it or because it is cheap, no objection can be raised. The reason for objecting to this business has nothing to do with this phase of the question; but with that of selling it under counterfeited names and labels. Seizures of this stuff have been made where the brands of well-known European exporting houses have been used. As long as artificial, or sugar cane wine is sold on its own merits, no one will complain; but there are just reasons for complaint against this business as it is now conducted. When a would-be economist undertakes to puff this business, he should be very careful to tell us what labels are used, and under what names it is sold.

THERE are many active and patriotic men in this country who are firmly convinced that high tariffs and restrictive navigation laws are national blessings, upon which in great measure depends the development of industry and commerce. They believe that high tariffs encourage the establishment of new industries and maintain them thereafter. They believe that protection gives security to business and aids in the acquisition of wealth. They believe that prohibitive duties strengthen a nation by making it independent of all other nations, and by keeping its money within its own boundaries. And they believe also that restrictive navigation laws, such as are now enforced in the

American domestic trade and in the ownership of American vessels, tend to build up a nation's merchant marine and to develop its trade with the outside world. To such persons, especially those in this city who have undertaken to effect a change in the navigation laws of Brazil, we take pleasure in commending the conclusions to which a prominent American economist, Mr. David A. Wells, has arrived on this very question. Of the results of this system no one is better prepared to speak than Mr. Wells, for the subject has been a life-long study to him. The mistaken policy of the United States in restricting its merchant marine to vessels built within American shipyards and owned by American citizens, has been a prime source of the present decadence of American shipping; but not the only one, as Mr. Wells shows. The policy which has worked such disadvantage to the United States, in spite of the great wealth and progress of that country, is certainly not the one for Brazil to choose.

It is to be hoped that the serious complications which have lately arisen at the River Plate may not terminate in war. We are well aware that an insult to the Brazilian flag is something which can not be overlooked, and that unless ample and suitable apologies are made, blood must flow. In this the Brazilian government and people may be considered a unit. It is true that the *Solimões* has not yet been ordered down to the River, but the renewed works upon her rudder, coupled with the prompt demand for explanations on the part of the Brazilian minister at Buenos Aires, is sufficient proof that there will be no trifling. Brazil neither seeks war, nor avoids it. The victors of Humaitá are sleeping upon their laurels, but let the trump of war be sounded and they will rouse as one man to the defense of their honor and their liberties. The occasion of this difficulty grows out of the arrogance and jealousy of the Argentine people, who are in a chronic state of irritation at the alarming progress of their imperial neighbor. As the Brazilian river steamer *Inca* was placidly floating down the Paraná on the 5th inst., she was fired upon by the Argentine war steamer *Avellaneda*, some musket shots passing but a short distance in advance of her. The imminence of the danger and the character of the attack led the commander-in-chief of the *Inca* to hoist the Brazilian flag, and to haul up alongside the *Avellaneda* for explanations. And then followed a conflict beside which war is but child's play. The Brazilian commander was calm and logical throughout, but the Argentine admiral was violent and insulting to the last degree. He denied the right of a Brazilian steamer to hoist her flag in passing an Argentine war vessel, and because that was done he had fired across her bows. He was not moved by the explanation of the Brazilian commander that the flag was hoisted because of the dangers of navigation at that place, and when asked who would have been responsible in case any one had been killed, responded "You!" Nothing but the lack of guns prevented the Brazilian commander from sinking him then and there! The Argentine admiral then pulled the bell with the intention of ramming the *Inca*, a purpose which was skillfully defeated by hauling out into the stream. The admiral then took up a Whitworth rifle from his table with the manifest purpose of again firing upon the *Inca*, which was prevented, says the commander of the latter, "by various passengers who were on board." It is not explained how an Argentine war vessel happened to have passengers, but that is immaterial. And during all this time the crew of the *Avellaneda* heaped insults upon the Brazilian nation by calling the com-

mander of the *Inca* a "monkey," and his flag "the flag of monkeys, the flag of slaves." We are glad that the Brazilian representative at Buenos Aires has demanded an explanation of this remarkable behavior. It can not be allowed to pass. Whatever may have been the personal relations between the commander and the admiral matters nothing; the flag was fired upon and the national honor is wounded. Brazil does not seek war, but she will submit to this behavior no longer. The red eye of war is peering over the southern horizon!

THE COMMERCIAL SITUATION.

The closing months of 1880 were characterized by an unusual depression in business. Various reasons were given for the depression at that time, such as the natural reaction from the excessive importation caused by the new tariff, the fluctuations in exchange, the contractions in sales caused by the large stocks and limited recoveries in the interior, and the uncertainty caused by the recent movement in favor of the abolition of slavery. From these causes grew a state of affairs such as had not been experienced for many years. One of the immediate results of this depression was the limitation and better management of imports through which the large stocks in first hands were greatly reduced and better assorted. Although the year closed with continued depression the importing houses had generally placed their affairs on a better basis and were well prepared to take advantage of the anticipated improvement in trade. In addition to these various causes of depression, the opening of the present year was also influenced by that annually recurring cause—the fever problem. A healthy season is usually followed by an early resumption of business, while the breaking out of an epidemic of fever, or even its threatened coming, always causes a sharp contraction in trade. This cause, now happily passed, operated until the hot season was sufficiently advanced to solve the problem.

Nearly four months of 1881 have now passed, but there has been no improvement in business, no restoration of confidence. The depression not only continues, but it has increased. Many of the causes which were prominent last year, are still in operation, and to them must be added others which are becoming more and more prominent every day. The temporary effects of the new tariff of last year have passed away but its permanent effects are seen in the restricted sales in certain classes of goods in, the increased cost and contracted sales of others, and in the constant contentions between merchants and the custom house over its errors and faults. And besides, we are just on the eve of a new revision, the results of which no one can predict.

The one prominent cause of the continuation of this depression, and of the utter stagnation in business to-day, grows out of a general contraction of credits. The long credit system which has existed here for so long a time has at last reached its climax. The old houses which have been accustomed to sell on twelve months credit have lost so much, by the failures of the past year, that they are now working their way back to a cash system. The twelve months credit of yesterday has become the six months credit of to-day, and promises to become the no credit system of to-morrow.

Repeated and heavy losses, coupled with almost impossible recoveries on due accounts have at last effected what the logic of business taught long ago, but the lesson has only come upon the heels of a score of other evils, some of which are of the gravest possible character.

This present contraction of credits unavoidably places business in a very critical

state. It first places the dealers, or jobbers, in a very awkward position. Accustomed to purchase on long credits, and with large outstanding accounts, this class is now called upon in a time of great depression and stringency, to buy on shorter credits, and with a possible exaction of cash to-morrow. These men are not necessarily advocates of long credits, but the urgency of the step, the difficulties of communication, the inertia of their provincial customers and the impossibilities of now making prompt recoveries, renders their position one of extreme difficulty. A change which should have begun long ago and effected gradually, is now being pushed forward at a time when everything seems to conspire against it. It is an actual fact that there are old dealers in this city to-day who have been refused their accustomed credits, and who in turn decline to sell rather than increase their outstanding accounts. This fact, following so closely upon the oft-repeated argument that long credits give great advantages to a business house with large capital, is certainly a significant feature of the day.

In the second place this contraction in credits will unavoidably depress business throughout the provinces. No dealer can buy on six months credit and sell on twelve, and no retailer can carry large outstanding accounts on a small capital, when compelled to meet his obligations in one-half or one-third the usual time. The contraction must therefore be general, and that includes the consumers. Those who understand the economic situation of the country to-day, will know that this involves a multitude of difficulties. The people have been educated to credits, and they will not readily comply with a change. In the interior everyone has credit, and unlimited credit. In the interior no one pays until it suits his convenience, and the administration of law is so bad that there is no adequate remedy for delay or refusals to pay. Add to this the declining prices for coffee, the scarcity of money, the high interest charges, the stagnation in production outside of coffee, and the widespread uncertainty as to the results of abolition, and it will be seen that the interior is in no condition to meet these radical changes in the credit system.

A second prominent cause of the present business stagnation is a general and positive lack of confidence. No one knows whom he can trust. No one is willing to give credit if it can possibly be avoided. Everyone knows that large outstanding accounts at this time are an element of weakness and danger. There is a widespread distrust in business circles—a distrust that is the more dangerous because it is not frankly avowed. At no time in the history of this market have accounts been more closely looked after, and collections made with less leniency. There is a disposition to avoid every possible risk, and to hold stocks rather than to enter into uncertain accounts.

A third cause of this stagnation—to which we have before called attention—is the present phase of the slavery question. Under present conditions the abolition of slavery must inevitably bring a great crisis upon the country. Nothing has been done thus far to provide against the loss of labor and the consequent decline in production. A decline in the production or profitability of coffee will bring disaster to hundreds of planters and ruin to hundreds of country retailers. Wise legislation could avert much of this, but until some adequate step is taken toward that end there can possibly be no return of confidence in business.

—During the month of March 2,429 foreigners arrived in this city, of which 2,222 came from abroad and 207 from various provinces. The departures during the same month were 1,782, of which 885 went abroad and 897 to the provinces.

LOCAL NOTES.

—The quarantine at Montevideo has been reduced to three days.

—The Princess Imperial has headed a subscription for the Isabel colony with a gift of 4,000\$.

—The Emperor and Empress are expected to return from their trip into the province of Minas Geraes about the 30th inst.

—Late papers from the United States announce the appointment of Gen. Lewis Wallace as *chargé d'affaires* to Uruguay and Paraguay.

—The increase of deposits in the savings bank of this city during the first half of April amounted to 27,988\$707. The aggregate of deposits in the bank on the 15th inst. was 10,349,950\$095.

—The supreme tribunal of justice has made a representation to the government against the passage of vehicles through Rua da Relação, because its labors are interrupted by the noise. Justice can't stand the racket.

—The minister of agriculture visited the Pedregulho reservoir on the morning of the 19th inst. He saw no cracks, and gave orders that the reservoir should be filled with water, and put into regular use. The terror-stricken inhabitants of the locality are preparing to emigrate.

—The government paid the gas company 54,789\$195 for illumination of the public streets and squares of this city during the month of March. The payments for the lighting of the suburbs with globe gas for the same month was 9,697\$393.

—On the 21st, a society was organized in this city under the title of "Club Tiradentes." Its purpose is to commemorate the hundredth anniversary of the death of Tiradentes, which will occur in 1892—eleven years hence. It is scant time for preparation, but the enthusiasm of the new club will probably carry them through.

—By an imperial act of the 15th inst. the sentences of seven murderers are commuted. Of these four were condemned to death, two to imprisonment for life, and one to imprisonment for 20 years. The first are commuted to life imprisonment, the second to periods of 12 and 20 years, and the last to 12 years.

—It having been brought to the knowledge of the minister of agriculture that diverse tramway companies are keeping unused tracks in public streets, contrary to law, he has applied to the various fiscals of the companies for information. There is a slight probability that some of the streets will now be improved.

—The minister of finance informs the president of Goyaz in a letter of the 6th inst., that no indemnity will be paid to persons holding revenue stamps made in the United States after the expiration of the time mentioned in his circular of the 27th October last. The stamps can be exchanged, however, for others now made in the Brazilian mint.

—We are indebted to the Department of State at Washington for copies of the official reports upon the "International Monetary Conference" of 1878, and the "State of Labor in Europe" for the same year. The carefully prepared reports contained in these works are of incalculable value in every consideration of financial and labor questions.

—The minister of agriculture has issued instructions to Col. W. Milnor Roberts to make an examination of the ports of Rio Grande do Sul with reference to their improvement. This work, especially with reference to the Rio Grande bar, is one of great urgency. Col. Roberts is now making an examination of the ports of Victoria and Benevento, province of Espírito Santo, after which he will examine the port of Caravelas.

—The body of a man was found in the slaughterhouse canal on the 20th inst. Several ugly wounds were found on the head, made with some heavy weapon like a bush-hook. The murdered man proved to be Salvador Mendes Dias Gonçalves, an employee of the S. Christovão tramway, who had left his home the evening before. As his coat was missing and his pockets rifled it is presumed that robbery was the object of the murder.

—In response to the inquiry of the minister of agriculture relative to the destruction of the forests at the sources of the Rio São João at Tijuca by which that water supply is threatened, the inspector general of public works says that the forests belong to private parties, that the influence of the removal of trees on the water supply is unimportant, and that the acquisition of the lands in order to preserve the forests is impolitic at present.

—At a meeting of the Botanical Garden Railway Company in New York on the 2nd ult., Mr. Richard Cutts Shannon was elected vice-president and a director of that company for the ensuing year. This act is a significant mark of appreciation, on the part of the shareholders, for Mr. Shannon's excellent administration of the line, and it is an honor which reflects credit upon the givers as well as upon the recipient. Mr. Shannon is expected to return to Rio in a short time.

—By decree No. 8,057, of the 24th ult., the Phoenix Assurance Company of London is authorized to transact business in the empire of Brazil.

—It is announced that the surveys for other water supplies for the city than the Rio S. Pedro, are progressing rapidly. The government is seeking to dispense with the S. Pedro supply, in order to avoid compliance with the decision of the arbitration commission.

—A French paper has disclosed a new method of "dining without paying for it." There are some good old methods still in vogue which seem to accomplish the result perfectly, but the new discovery is entitled to consideration. It is to be hoped that some one of the *habitués* of the ante-room at the department of agriculture will at once apply for a concession. It might help them out wonderfully.

—The police have been making raids upon some fortune-telling dens recently, and have confiscated various black hens, skulls, roots and herbs, etc. The presiding spirits—the *poi quimbo* and the *rainha mandiga*—were captured. That other shop in the Ovidor where much money is received, and the pretty machine in the Typographia Nacional through which a little is distributed, were not disturbed.

—The *Gazeta* of the 17th inst. relates the wretched story of a poor slave woman in this city who has been hired out to service by her master. A few days since she was obliged to leave her employment as she was about to become a mother. On returning to her master, the brute received her with blows and kicks, and sent her out again to work. A few days after, the unhappy slave gave birth to two dead children, which bore marks of the master's blows on their heads. The brute's name is not given.

—On the afternoon of the 17th inst. an Argentine named Miguel Cunha went into the public garden of the Campo da Aclamação on horseback, in company with a crowd of roughs who were following a band of music. Some one of the roughs playfully threw a stone at Miguel and inflicted an ugly wound on his head. A fight then took place between Miguel, armed with a riding whip, and the crowd, armed with sticks and stones. A detachment of soldiers arrived just in time to rescue the mob from defeat, and Miguel was carried away under arrest.

—Decree 8,003, of February 19, grants permission to Francisco de Paula Oliveira and Christiniano Tavares for working a mine of argentiferous galena in the Abaeté valley, province of Minas Geraes. The period of 50 years is named as the duration of the privilege, and five years are allowed for preparations for work. The company is required to pay an annual rental of 4\$180 per acre for the land, and to pay into the imperial treasury every year 2 per cent. of the net product of the mines. The mine and all its appurtenances will revert to the state at the termination of the privilege.

—The New York correspondent of the *Journal do Commercio*, under date of the 12th ult., says that a "politician" of Carlisle, Penn., is spoken of in connection with the position of consul-general at this port. It is the opinion of the American community here that there has been just a little too much politics connected with this post, within the past eighteen months, and that the interests of all concerned require that a change should be made. The commercial relations of the United States with Brazil do not require that the consulate-general here shall be made a perquisite of Pennsylvania politicians.

—A little after midnight, on the 17th inst., two pistol shots were heard in a lodging house, No. 105, Rua larga de S. Joaquim. When the police appeared on the scene some time after, the body of a young man named José Francisco was found near one of the inner doors. An investigation developed the facts that José had been aiding a friend in a love affair with an Italian girl named Pissani, residing in the house, and that the girl was just going out with him to join her lover when her brother came upon the scene and shot the mutual friend. The girl denounces her brother, Sylvestre Pissani, as the murderer, and all parties, including the father, are under arrest.

THE OCEAN FERRYBOATS.

During 1880 there arrived at the customs district and port of New York, according to a statement furnished the *Evening Post* by Collector Merritt, 373,306 passengers. These were carried by their American destination by 16 classified steamship lines, except 10,379 transported by ships described as "sailing vessels and steamship lines not classified."

The bulk of travel and immigration from Germany goes by the two German mail lines of steamers. During 1880 there were 44,287 passengers carried by the Bremen line and 48,300 by the

Hamburg line. The official figures relating to the five lines sailing out of Liverpool are as follows: Inman, 43,323; National, 36,788; White Star, 33,886; Cunard, 22,161; Guion, 19,540.

The figures for the National line include 2,886 carried by their London branch. The Anchor line took in all 40,057, distributed as follows: Glasgow, 25,458; London, 10,056; Mediterranean ports, 3,721; and Barrow and Dublin 822. The State line carried 11,616, the Great Western or Bristol line 1,516, and the Red Cross 134. The continental lines, in addition to the two German companies mentioned, carried passengers as follows: French, 25,786; Red Star, 13,928; Danish, 819; Rotterdams, 10,197. Of the total number of 373,306 the number of immigrant, and presumably steerage, passengers for the year, according to the Bureau of Statistics, was 332,495.

To convey this large number of travellers and settlers 157 steamships were employed by the 16 companies. The list is somewhat swollen by the occasional and substitute boats which were called upon for special trips. More than a hundred steamers, however, are regularly engaged in the service.

Of all the steamers the Inman *City of Berlin* carried the most passengers of any single boat, viz: 9,518, and the *City of Richmond*, of the same line, follows with 8,148. Most of the other popular steamers regularly plying between the two shores carried from 4,000 to 7,000 each. Thus we have the *Scythia* 4,049, *City of Chester* 7,328, *Britannic* 6,630, *Arizona* 5,980, *Spain* 6,298, *Devonia* 5,039, *Doman* 6,285, *Westphalia* 6,387, *Labrador* 5,616.—*New York Evening Post*.

FREE TRADE.

At a meeting of the Brooklyn Revenue Reform Club, February 26, the chairman, Rev. Henry Ward Beecher, delivered the principal address of the evening. In discussing the present status of the question of free trade in the United States, he said:

The particular matter of free trade, of tariffs—tariffs for revenue and tariffs for protection—has been made largely a party question. Happily at this time there is not any party strife to any great extent, and the present seems an eminently propitious time to introduce and discuss this question; and right here let me say, this club is made up of both Democrats and Republicans and that the party preferences do not appear in it at all, nor is it designed to affect party matters. Now, the men who are manufacturers, who are freed from foreign competition by levying upon all imports a large assessment, to a great extent these men are in favor of protection, and without attributing to them any improper motives it is natural that they should be. It is their interest, and without saying that they are selfish and only saying that they have that natural bias which goes with men's own interests, it is true that the warmest advocates of protection are those whose interests are protected, and the men who have no interest in manufactures are to a large extent free-traders. I think it may be said that the colleges of the United States are to a large extent on the side of free trade. It is the doctrine taught at Yale; it is the doctrine taught now at Harvard; it is the doctrine taught at Amherst, at Williamstown and at Columbia College, and if you go westward, I think to the very Pacific, you will scarcely find one collegiate institution that has a chair of political economy—I think you will not find a half dozen in the United States that are not in favor of free trade. I simply say this to show that men that are disengaged by their interest from any bias are very largely in favor of free trade. Then there is a large element of politics that deals with the subject, and in the last campaign the tariff question was one of the most rousing that was brought into the discussion, and was urged with great effort by one party and abandoned with great disaster, as I think, by the other.

COMMERCIAL.

April 23rd, 1881.

Par value of the Brazilian mill reis (1\$000), gold 27 d.
do do do do in U. S. coin at \$4 84 per £1. stg. 54 45 cents.
do \$1.00 (U. S. coin) in Brazilian gold. 1\$837
do of £1. stg. in Brazilian gold.... 83889

Bank rate of exchange on London to-day..... 21 3/4 d
Present value of the Brazilian mill reis (paper) 78 7/8 gold.
do do do in U. S. coin at \$4 80 per £1. stg. 42.50 cents
Value of \$1.00 (\$4.80 per £1 stg.) in Brazilian currency (paper)..... 25 351
Value of £1 sterling " " 118 794

EXCHANGE.

April 16.—The banks continued drawing at 21 3/4 on London and corresponding rates on France and Hamburg, but there was little activity in the market. Private paper was negotiated at 21 3/4—21 3/4 on London and 444 on France. Sovereigns 118 3/4 sellers, 118 3/4 buyers.

April 18.—The rates of the banks remained unchanged at 21 3/4 on London, 445—446 on Paris and 554 on Hamburg. Small transactions in private paper on London at 21 3/4—21 7/16. Sovereigns 118 3/4 sellers, 118 3/4 buyers.

April 19.—The rates of the banks continued at 21 3/4 on London, 446 on Paris, 554 on Hamburg and 283 500 on New York. Private paper was passed at 21 3/4—21 3/4 on London and 440—551 on Hamburg. Sovereigns sold at 11 340 and 118 3/40 cash.

April 20.—The market was firmer to-day and although the official rates of the banks remained unchanged, some transactions in bank paper on London are reported at 21 5/16. Private paper was negotiated at 21 7/16—21 3/4 on London and 440 on France. Sovereigns 11 340 sellers, 118 3/40 buyers.

April 21.—The rates of the banks were unchanged but the market was less firm than yesterday. Limited transactions in private paper at 21 7/16—3/4 on London and 440—445 on France. Sovereigns 118 3/40 sellers, 118 3/40 buyers.

April 22.—The rates of the banks continue at 21 3/4 on London, 446 on Paris, 554 on Hamburg and 283 500 on New York. Small transactions in private paper on London at 21 3/4—21 7/16, on Hamburg at 550—552, and on France at 440—445. Sovereigns sold at 11 340 and 118 3/40 cash.

—The balance remaining in the provincial savings bank of Minas Geraes on the 31st ult. was 3,212,024\$737. Of this sum 1,330,972\$650 is invested in Banco do Brasil shares, 1,048,800\$ in Minas provincial bonds, 258,278\$ in national bonds, and 567,539\$944 in uninvested funds to the province.

SALES OF STOCKS AND SHARES.

April 13.

48	Six per cent apolices (14 outs. sale).....	1,055 000
1	do do 500\$ do.....	535 000
35	Banco Industrial.....	208 000
25	Banco do Commercio.....	208 000
175	Seguros Integridade.....	60 000
34	Carris Villa Isabel.....	188 000
70	do.....	190 000
123	Navegação Brasileira.....	200 000
6	Leopoldina R. R. debentures.....	210 000
50	Banco Predial hypoth. n., (with int. out.).....	81 7/8

April 16.

16	Six per cent apolices (14 outs. sale).....	1,055 000
3,000\$	do do small amounts.....	1,050 000
20	Banco do Brasil.....	281 000
205	West of Minas RR.....	190 000
60	Carangola debentures.....	205 000

April 18.

8	Six per cent apolices.....	1,055 000
17	Banco do Brasil.....	280 000
10	Banco Industrial.....	230 000
300	do.....	208 000
77	do.....	290 000
50	Leopoldina R. R. debentures.....	210 000
90	Carangola RR. debentures.....	205 000
100	Navegação Brasileira (outs. sale).....	198 000
50	Banco Predial hypoth. notes with int. (0.4).....	81 7/8
—	Provincial apolices (outs. sale).....	66 7/8
10	Carris Urbanos (outs. sale).....	236 000

April 19.

50	Six per cent apolices.....	1,057 000
3	do.....	1,056 000
8	do.....	210 000
10,000\$	Provincial apolices of 200\$.....	97 1/2
100	Banco Industrial.....	230 000
50	do Predial (outs. sale).....	133 000
178	Seguros Integridade.....	60 000
100	do Aliança.....	28 000
160	Banco do Brasil hypoth. notes (100).....	91 7/8
200	Banco do Brasil hypoth. notes (100).....	91 7/8
11	do do do (100).....	91 7/8
500	Banco Predial, hyp. notes with Jan & Fint. with fall interest.....	78 7/8
22	do do do.....	81 7/8
100	Carangola RR. debentures.....	206 000
10	do.....	205 000
30	Sorocabana debentures of 100\$.....	66 7/8
—	National loan 1868 (outside sale).....	1,170 000

April 20.

48	Six per cent apolices.....	1,055 000
25,000\$	Provincial apolices of 200\$ (outs. sale).....	98 7/8
150	Banco Industrial.....	230 000
90	Carris Urbanos.....	230 000
50	Carris Urbanos for 30th inst.....	240 000
200	Sorocabana RR. debts. of 100.....	340 000
172	Banco Predial hypoth. notes.....	66 7/8
50	Transportes Marítimos (outs. sale).....	175 000

April 21.

100	Six per cent apolices.....	1,055 000
1,000	Carris S. Paulo.....	110,000
30	Seguros Integridade.....	63 000
250	do Previdente (180 outside sale).....	12 000
80	Sorocabana debentures (of 100\$).....	66 7/8
43	do (outside sale).....	67 7/8
154	Banco do Brasil hypoth. notes (50).....	91 7/8
37	do Industrial (outs. sale).....	70 000
40	Macabé e Campos (outside sale).....	65 000

MARKET REPORT.

Rio de Janeiro, April 23rd, 1881.

Coffee.—Our last report was on the 13th instant. In view of the continuance of unfavorable advices from consuming centres our market has remained quiet since then, and only a limited amount of business has been transacted at previous quotations.

On the 17th instant railroad communication was again interrupted, causing a fresh stoppage of receipts which, during the ten days previous, had averaged 13,102 bags per day. The average since 1st instant is now

8,576	bags per day
against	5,902 " in same period of April 1880
"	9,636 " " " " " "
"	3,920 " " " " " "
"	8,046 " " " " " "
"	1877

It is reported that the repairs on the D. Pedro II mill road will be completed to-day.

The total sales since the 13th instant amount to 88,950 bgs.

The clearances have been:

United States: Savannah, Nor bk Gogla, 5,806
15 New York, Br str Lustell, 16,822

Europe: April 13 Lisbon f. o., Swing Petria, 4,000
13 do Big bg Morcam, 3,500
16 Bordeaux, Fr str Orduque, 2,930
18 Hamburg, Gr str Bahia, 8,682
18 Havre, Fr str Belgrano, 10,071
21 Lisbon f. o., Br lug Scotia, 4,000

Elsewhere: April 18 Cape G. Hope, Gr bg Levante, 4,011
21 River Plate, Br str. Gaudiana, 4,000

We quote, per 10 kilos:

Washed..... Nominal
Superior..... \$300—\$540
Good first..... 4 750—4 850
Regular first..... 4 400—4 850
Ordinary first..... 3 850—4 350
Good second..... 3 150—3 840
Ordinary second..... 2 550—3 950

and on this basis cargoes may be quoted:

Prime United States..... 5 400 550 12.05 cts
Good..... 4 850 500 10.07
Fair to good..... 4 650 470 10.56
Fair..... 4 550 471.0 9.58
Fair..... 3 900 471.1 9.08
Low..... 3 300 350 7.97

(f. o. b. ex freight and commission, exchange 21 1/2 in sterling and at par in American gold.)

Stock is estimated to-day at 208,000 bags.

Flour.—The arrivals since the 14th instant consist of 4,600 barrels per Spotless from Baltimore

4,240 " Templar " do
4,550 " Serene " do
3,500 " Galata " New York
3,035 " Carib " Richmond

19,925 barrels.

The sales amount to about 5,000 barrels, leaving a stock in first hands of about 25,000 barrels.

We quote:

Gallego 22 000—22 500
Havall 22 000—22 500
Dundup 22 000—22 500
O'Dance 21 000—22 000
McCaunce 21 000—22 000
Baltimore 19 000—21 500
St. Louis 20 000—22 000
Chili 17 000—18 000
River Plate 18 000—19 000

Market quiet.

Pick Pine.—The arrivals consist of 25,682 bts per Adela from Dorien, sold before arrival.

367,793 " Amicus from Pensacola, sold at 40¢ per doz.

The market continues very firm at 28¢00 per dozen.

White Pine.—Market quiet at 115—120 reis per kilo.

Arrivals 197,372 bts per Galata from New York.

Spruce Pine.—No arrivals. A good cargo would probably fetch 35¢00—36¢00 per dozen.

Swedish Pine.—No arrivals. Good demand. Last sale at 38¢00 per dozen.

Lard.—The market has further improved and prices have advanced to

465—470 reis per lb. George

455—460 " " " " "

445—450 " " " " "

Arrivals: 500 kegs per Templar from Baltimore

1,500 " " and 200 cases per Serene from do

1,500 " " per Galata from New York.

Kerosene.—The supply continuing to be in excess of the demand the market remains flat and prices have declined to 78¢00—79¢00 per case for Devo's Brilliant.

The arrivals have been:

7,595 cases per Skerryvore from New York

9,100 " " " " "

7,931 " " " " "

Revin.—The market continues quiet at 78¢00—80¢00 p. btl.

Arrivals: 300 barrels per Skerryvore from New York

500 " " " " "

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PORT OF SANTOS.

April 16th, 1881.

Coffee.—The movement in our market during this week has been very unimportant, the total sales amounting to only 10,750 bags, on the basis of 48,000 per 10 kilos for superiors.

Receipts since the 1st instant average 3,024 bags per day and stock is estimated to-day at 123,000 bags.

The shipments have been:

April 13 Br bk Aurora, Lisbon f. o. 4,050
13 " str Lustell, New York 12,853
14 Fr str Belgrano, Havre 1,613

Loading:

Br str Tycho Bruke, London, Antwerp, 9,000
Gr str Bahia, Hamburg, 6,000
" Buenos Ayres, Hamburg
Norbk Njord, New York, 5,100
Fr bk Bayader, Gibraltar f. o., 4,000

April 22nd (by cable).

Coffee.—Market quiet with a downward tendency in prices. Superiors 4 400—4 850 per 10 kilos.

PORT OF BAHIA.

April 16th, 1881.

Sugar.—Has been in good demand and almost all available stocks have been cleared off at a small advance on last prices. The total transactions during the past fortnight, including some receipts, amount to about 75,000 bags at 15 1/2 to 16 1/2 per 10 kilos according to quality. The shipments during the fortnight have been:

20,550 bags per Kipler to Liverpool
5,702 " Aracantha to do
10,121 " Mary E. Ray to New York
4,855 " William to do
5,586 " Daybrook to Channel
3,382 " Border Mail to do
3,605 " Clara Manning to Channel.

We quote to-day for Brown sugar on the spot:

No. 7 18 5/8 = 177
" 8 1 5/4 = 187
" 9 1 6/8 = 187

per cwt. f. o. b. with freight to Channel 35 and 5 1/2% ex commission, exchange 21 1/2 d.

Stocks in first hands about 500 tons.

Cotton.—100 bales have been sold for home consumption at 55¢01 per 10 kilos. Since March 1879 no cotton has been exported from this port, the little which is produced being largely sufficient for the want of home manufacturers.

Coffee.—Prices gave way a little and some demand then sprang up resulting in sales of about 1,500 bags first Nazareth at 28¢08 to 28¢50 per 10 kilos according to quality, this being equal to 32¢ and 33¢ per cwt. f. o. b. at the exchange of 21 1/2. Latterly the market became firm again, holders demanding higher prices. Stock about 6,000 bags.

Shipments have been:

3,000 bags per Immaculata Conceicao to Genoa
1,887 " Montevideo to Hamburg.

Tobacco.—We have again no transactions to report, buyers showing no desire to enter into negotiations in the present state of the market. Stocks about 90,000 bales. Shipped since

1878 to 28¢50 per 10 kilos according to quality, this being equal to 32¢ and 33¢ per cwt. f. o. b. at the exchange of 21 1/2. Latterly the market became firm again, holders demanding higher prices. Stock about 6,000 bags.

Shipments have been:

3,000 bags per Immaculata Conceicao to Genoa
1,887 " Montevideo to Hamburg.

Cocoa.—No sales have taken place during this fortnight but enquiries of the new crop are early expected.

Freights.—The following charters have been effected, to load

Br bk Chilena..... Montreal 326 and 5 1/2
" lug Fydel..... do 376 and 5 1/2
" Perry..... New York 276
" Spark..... do 39 and 5 1/2
" schr Nellie Crosby..... do 20
" bk Zoraya..... Channel 32
" bg Costa Edina..... do 407 in full
" Gr bk Germania..... do "

To load at Aracaj:

Br lug Austrom, New York 426 and 5 1/2
Br lug Kalmia, do 457
" Petunia, do 457

Steamer rates:

Liverpool..... 39 and 5 1/2
London..... 326 in full
Bremen..... 357
Hamburg..... 357

Flour.—Arrivals have been heavy, viz:

6,838 barrels from Trieste
4,350 " New York
450 " Liverpool
223 " Newfoundland

11,483 barrels, nearly all for dealers' account. The parcel from Newfoundland was sold at 23¢50. Prices in retail are flatter.

We quote: 26¢00—27¢00 for Trieste, 30¢00—31¢00 for Hungarian and 21¢00—24¢00 for American.

Lard.—Arrivals: 100 kegs from New York per City of Rio, sold at 18¢00 per kilo, and 100 kegs per Buenos Ayres from Hamburg, not yet sold.

Codfish.—Arrivals:

3,000 barrels per Petunia from Newfoundland, dealers' acct
990 tubs per Diton from Jersey, sold at 17¢00
100 cases per Rio from Hamburg, sold at 27¢00
200 " per Buenos Ayres from Hamburg, unsold.

Stocks are large. We quote in retail: 15¢00—17¢00 for barrels and tubs.

Cash.—The arrivals consist of 2,659 tons for consumers' account and one cargo from Newport which has been sold at 18¢00 per ton. Cardiff is retailing at 19¢00—20¢00 p. ton.

PORT OF MARANHÃO.

April 28th, 1881.

Cotton.—This article is now much scarcer and, being in demand for Portugal, prices keep high. Quotations to-day are 46¢—50¢00 per kilo = 6 1/2—6 3/4 d. per lb. to sell, ex commission on this side, exchange 21 1/2, freight 1/2 d. and 10 1/2%.

Sugar.—Also very scarce and prices have advanced to 140 reis per kilo = 18 1/2 p. cwt. to sell, ex commission on this side, exchange 21 1/2, freight 1/2 d. and 10 1/2%.

Freights.—Cargo scarce. Cotton 1/2 d. and 10 1/2% sugar 20¢ and 10 1/2%.

Exchange.—Closed for direct steamer sailed 5th instant at 21 1/2—21 3/4 90 qds. and drawers are still open at these rates.

Vessels loading at Rio.

Glasgow.—Br bk Albion, old iron..... 1276
Marseilles.—Br lug Reindeer, 6,500 bags coffee..... 6700
Lisbon f. o.—Gr schr Meta, 3,500..... 590
New York.—Br str Merrimon, 21,000..... 60 cts.
do Br bk Ocean Beauty, 7,000..... 297
do Br bk Molly, 5,000..... 4300
do Br schr MY Olive, hides and rosewood..... 4375

Baltimore.—Am bk Grey Eagle, 6,500 bags coffee..... 276
do " Templar..... 207
Cape G. H.—Br lug Jane Rennie, 4,000..... 650
London, Antw.—Br str Minho, 4,000..... 607
do " Tycho Bruke, 10,000..... 607 50d

—The number of cattle received this season at the Pelotas slaughter houses up to the close of the 8th inst. was 110,343 head.

—There were 12 vessels in River Plate ports on the 5th inst. receiving cargoes of jerked beef for Brazil. Their cargoes will aggregate 52,800 quintals.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

APRIL 13.

BALTIMORE.—Am lug Spotless; 418 tons; Chapman; 39 ds; flour to Wright & Co.

N. YORK.—Br bk Skerryvore; 348 tons; Craig; 34 ds; sundries to Montevideo, Hime & Co.

APRIL 14.

JERSEY.—Br bg Dawn; 154 tons; Orator; 48 ds; codfish to Hime Zenha & Co.

LONDON.—Sw bk Alma; 332 tons; Ohlson; 50 ds; cement to M. G. da Silva.

CADIZ.—Br bk George Gilroy; 1,083 tons; Rodill; 55 ds; coal to Dom Pedro II R.R.

—Br bk Margarita; 903 tons; Kendall; 58 ds; coal to Wilson Sons & Co.

APRIL 15.

DANISH.—Sp bk Adela; 240 tons; Quesada; 60 ds; pine to C. McCulloch Beecher & Co.

CADIZ.—Br bk Essex; 1,438 tons; Sayers; 53 ds; coal to Wilson Sons & Co.

ORIENT.—Port bk Formosa; 419 tons; Pires; 46 ds; sundries to M. Braga & Co.

BALTIMORE.—Am bk Templar; 392 tons; McClean; 41 ds; flour and lard to Wright & Co.

LIVERPOOL.—Br bk Zechet; 555 tons; McNaab; 60 ds; sundries to Faria Hollada & Co.

bk Templar..... 1,387
bk Serene..... 550
bk Galata..... 529
bk Carib..... 294

GLASGOW.—Br bk Temple Bar; 1,858 tons; Vaughan; 57 ds; pipes to order.

BALTIMORE.—Am bk Serene; 550 tons; Segerman; 40 ds; flour to M. Braga & Co.

SETUBAL.—Gr bk Adela; 165 tons; Kroger; 30 ds; salt to Wille Schmillinsky & Co.

N. YORK.—Am ship Galata; 939 tons; Pittsburg; 30 ds; s'dies to McCulloch Beecher & Co.

PAYSAUN.—Sp bg Grano; 104 tons; Rapp; 30 ds; salt to A. L. Pereira da Silva.

PAYSAUN.—Sp bg Recursa II; 192 tons; Pan; 24 ds; jerked beef to J. M. Frías e hijos.

APRIL 17.

RICHMOND.—Am bk Carib; 904 tons; Russell; 46 ds; flour to F. Clemente & Co.

CADIZ.—Sp bg New Victoria; 263 tons; Deniz; 30 ds; flour to A. L. Pereira da Silva.

PAYSAUN.—Sp bg Recursa II; 192 tons; Pan; 24 ds; jerked beef to J. M. Frías e hijos.

APRIL 18.

CADIZ.—Nor bk Imacio; 577 tons; Nibeli; 44 ds; coal to order.

—Br ship Viola; 1,033 tons; Sula; 63 ds; coal to Wilson Sons & Co.

N. PORT.—Br bk Humbert; 1,198 tons; 59 ds; coal to Royal M. APRILO 20.

CETIPE.—Br bk Francisco; 386 tons; Calzanaro; 80 ds; salt to order.

CADIZ.—Br bk Colonel Adams; 1,516 tons; Clement; 60 ds; coal to Messageries Mmes.

MACAO.—Dutch schr Grano; 140 tons; Rapp; 30 ds; salt to A. L. Pereira da Silva.

PENSAUN.—Br bk Amicus; 516 tons; Fortin; 64 ds; pine to order.

N. YORK.—Br bg Olga; 232 tons; Pennycook; 49 ds; kerosene to Phillips Bros. & Co.

ROSAUN.—Gr bk Western Belle; 435 tons; Nicolson; 27 ds; sugar to S. Hime e Zenha.

APRIL 21.

JERSEY.—Gr bg Reaper; 137 tons; Syvrot; 53 ds; codfish to H. Zenha e Silva.

MONTVIDEO.—Sp bg Belizario; 179 tons; Pagés; 20 ds; jerked beef to Souza Irmão & Rocha.

APRIL 22.

DEPARTURES OF FOREIGN VESSELS.

APRIL 13.

BALTIMORE.—Am bk New Light; 474 tons; Snow; coffee.

PANAMA.—Br lug Isabella; 288 tons; Williams; ballast.

DALHOUSIE.—Gr bk Huntress; 670 tons; Teaf; ballast.

MAZATLAN.—Gr bk Edward; 602 tons; Dreyer; ballast.

BAHIA.—Sp bk Yvanila; 425 tons; Maristany; ballast.

PERNAMBUCO.—Sp bk Teresa; 121 tons; Oliver; jerked beef.

—Sp bg Annunciação Fomento; 207 tons; Ribalta; b'st.

APRIL 15.

MOULMIEN.—Fr bk Lacydon; 689 tons; Seres; ballast.

N. YORK.—Br ship Berthoven; 949 tons; Smith; ballast.

APRIL 17.

LASION F. O.—Sw lug Patria; 231 tons; Hallgren; coffee.

MARSHALLS.—Dutch bg Sucia; 234 tons; Potier; coffee.

SAVANNAH.—Nor bk Gogla; 318 tons; Koldrup; coffee.

BARRADONES.—Am bk Elinoir I ronne; 570 tons; Coppe; ballast.

BAHIA.—Br bk Zoraya; 391 tons; Code; ballast.

ARACAJU.—Br bg Tei; 157 tons; Huglin; ballast.

APRIL 19.

LASION F. O.—Bg bg Levant; 207 tons; Mulder; coffee.

APRIL 20.

C. G. H.—Gr bg Levante; 209 tons; Behrmann; coffee.

APRIL 21.

N. YORK.—Br bg Prima Donna; 191 tons; Gray; old iron and rosewood.

—The sale at auction of the merchandise of the Nor. bg. Algu, wrecked on the coast of Rio Grande do Norte, realized 25,715\$.

FREIGHTS.

Steamers: London..... 609
Liverpool..... 597
Antwerp..... 507
Hamburg..... 557
Havre..... 557
Bordeaux..... fr. 60
Marseilles..... fr. 75
New York..... 60 cts

Sailing Vessels: Channel f. o. 59
Lisbon f. o. 59—59
Gibraltar f. o. 59—59
U. S. North 20—20
No South. 20—20

ARRIVALS OF FOREIGN STEAMERS.

DATE	NAME	WHERE FROM	CONSIGNED TO
April 13	Buenos Ayres, Gr	Hamburg 74d	Ed. Johnston & Co
" 13	Berlin, Br	Liverpool 21	Wilson, Sons & Co
" 14	Orléans, Fr	River Plate 4d	Messageries Mar
" 14	Lisbon, Br	Santos, 20h	Norton M & W & Co
" 16	Sully, Fr	Havre 30d	A. Leuba & Co
" 16	Belgrano, Fr	Santos 30h	A. Leuba & Co
" 17	Lehmitz, Br	River Plate 6d	Norton M & W & Co
" 18	Bahia, Gr	River Plate 8	Ed. Johnston & Co
" 18	Gaudiana, Br	Southampton 25	Royal Mail
" 19	Colombo, It	Genoa 27	Forita & Tavolara
" 20	Williamette, Am	New York 22	Puirt in water

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